



ESTABLISHED 1954

# The CONNECTOR

Newsletter of the Aeroguidance Society, Inc.  
AMA Chartered Club No. 441

Volume #47 ..... Issue #13

November 2002

Meetings of the AGS are held the 3rd Tuesday of every month at the Vestal American Legion, Changes to time or location will be noted in this newsletter. Business meeting at 7:30 P.M., program to follow.

*The Prez Sez  
Terry Terrenoire*



The first executive decision of this administration has been made! Since the Legion was not available for the 3rd Tues, I asked several other members to look into suitable alternatives. None were found that were available that Tuesday. I decided to stay with the Legion, and move the date back a week. **THEREFORE, THE NEXT MEETING WILL BE ON THE 4TH TUES, THE 26TH, AT THE LEGION.**

The main order of business will still be the annual auction, so bring your goodies and trade them for cash. We always try to have some fun with this, so the more people in attendance, the more fun we will have. For the old timers, I may also have a surprise guest!

Once again, I would like to thank the outgoing officers for the work they did over the past 2 years, and thank the incoming officers who have volunteered their time to help run this very active organization for the next 12 months.



**Winterizing the club field:** Ken Maroni removes the runway signs for winter storage

## Auction Night!

Everyone should plan to attend the November meeting and bring those items which you might want to sell or bring your funds to purchase those items you want to buy .

Our long running auctioneer and new President , Terry Terrenoire will be doing the honors running the evening's fun .

So get into those workshops and see what kind of things you might want to sell off to maybe make room for some new goodies you could acquire.

Hope to see everyone there .

Frank Gioffredo  
Activities Chairman

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*And much more!!!!*

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**AGS Board Meetings**

Board meetings of the AGS will generally be held monthly on the Monday of the week following the general membership meetings and are open to all members who wish to bring business to the board. Please contact our President prior to the meeting to notify him of your interest and to get the location of the meeting.

*THE TREZ SEZ*  
Paul  
Cushing



By Paul Cushing

Well, for those of you who were not at the October 15th meeting at the Vestal Legion, you missed my arriving at the meeting as an Associate Member, being voted in as a Regular Member and then on to the position of Treasurer, all in one evening. The next week, at the transition Board Meeting, when Past Treasurer Ken Maroni arrived with a trunk full of stuff, and I left with the back of my car filled with that same stuff, it became apparent that there was more to this job than I had originally thought.

Now that I have been properly oriented to the books, the computer, the files, etc., I have become aware that of the 95 or so active members in this club, I have probably met or seen less than half of you. So, please bear with me if I ask you for your name more than once when we meet. Since we are in the middle of the membership renewal period, please give me a few extra minutes to try and take notes when/if you hand me any money. Don't just drop it on the table and walk away. I want to keep everything as organized as possible.

To Ken Maroni, past Treasurer, thanks for the orientation session last weekend. I will try very hard to not have to call you every week with questions.

**Congratulations to our new  
and returning 2003  
club officers!**

**Pres: Terry Terrenoire**  
**VP: Scott Blazicek**  
**Secty: Bob Balsie**  
**Treas: Paul Cushing**

**Board Members at Large**  
**Bob Noll, yr 2**  
**Charlie Lecher, yr 1**

**Past Pres: Rick Allabaugh**

Thank you to the 2002 Administration for all your hard work.

**Membership Report**

By Tony Cammarata

This month we have one associate member to vote on. He is Master Andrew Bullock.

Mr. Bullock joined our group this past April. That makes him eligible for a vote for full membership at our October meeting.

As Andrew had no sponsors specifically assigned; those of you familiar with Andrew's participation in our events, are asked to speak up on his behalf.

## AGS On-Line

\* **Bold type** indicates additions or changes to e-mail address

### AGS WEB SITE

<http://pages.prodigy.net/lkaras/AERO/>

### AGS NEWSLETTER

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## Club Auction Item

by Rick Allabaugh



The club's "old" IBM ThinkPad 365XD is going up for auction! This is the original laptop our Treasurer used for maintaining financial records. About a year and a half ago, the computer stopped functioning and Siemens Controls donated a newer machine to our club. I took hold of the computer a few weeks ago and it was in bad shape. It would turn on and that was about it. It wouldn't log onto Windows 95 and 99% of the time, it would freeze up and wouldn't even give you a DOS prompt. So I recently formatted the hard drive and have reinstalled software back onto the computer. In fact, I installed a sound driver from the Internet and now the laptop has sound. At this point in time, the computer is running like a champ and I have not noticed any problems with it. I mentioned to the Board at the last Board Meeting that we should put this unit up for auction, **AS IS**, with the money being donated back to the club. I'm by no means a computer expert, but here's what I can tell you about it:

- IBM ThinkPad 365XD, Intel Pentium chip, 24 MB ram
- Internal CD drive (I think it's a 4x speed)
- External 3.5" drive
- Comes with a docking station, 115V power pack to plug into the wall and an extra battery. (I was told the batteries were no good, but I was getting between 45 minutes and one hour on the battery installed in the unit)
- ES1688 Audio Drive sound card
- Trident Super VGA
- Software: Windows 95, WordPerfect 5.2 for Windows, Microsoft Office '97 with Word, Access, Outlook, Excel and PowerPoint.

**REMINDER  
THE NEXT MEETING  
IS AT THE  
VESTAL AMERICAN LEGION  
TUESDAY  
NOVEMBER 26th @ 7:30**

**AGS Meeting # 664**  
**10/15/2002**

The meeting was held at the Vestal American Legion and called to order by President Rick Allabaugh at 7:00 p.m. Present at the meeting were approximately 37 members and 1 guest.

**Minutes:**

Approved as published in the Connector.

**OFFICER REPORTS:**

**President's Report:** (Rick Allabaugh)

Board minutes were read.

Rick thanked the retiring Board members for their service to the AGS.

**Vice President's Report:**

Nothing to report.

**Secretary's Report:** (Doug Breneman)  
Nothing to report.

**Treasurer's Report:** (Ken Maroni)

The Treasurer's report was given and accepted.

**COMMITTEE REPORTS:**

**Historian:** (Jerry Roscoe)

**Program:** (Frank Gioffredo)

**Road Maintenance:** (Ed Helinski)

**Safety:** (Art Riegal)

**Sound:** (Tom Kopl)

**STRC Racing:** (Terry Terrenoire)

Three races were held this year. Other races were canceled due to bad weather. The final standings were 1st - Bob Noll, 2nd - Terry Terrenoire, 3rd - Jim Quinn, 4th - Art Riegal. Pilots will provide beer and pizza at the STRC get together for the helpers.

**Public Relations:** (Terry Terrenoire)

Parent's Day at Binghamton University is full, and we will not be able to participate. BU sells table space. We participated as a guest last year.

**Membership:** (Tony Cammarata)

Two Associate Members were eligible to be voted on for Regular Membership at this meeting

**Field:** (Todd Kopl)

Wayne Kinsman volunteered to build additional flight benches. The new Board will follow up with Wane. November 2nd will be Field Winterization day. The ribbon will be put up at a later date so that the field can continue to be used for flying.

**AGS Racing:** (Art Riegal)

Bob Noll reported that there were no participants in Bush Grand National. The results of the Winston Cup were: 1st - Bob Noll, 2nd - Terry Terrenoire,

3rd - Art Riegal, 4th - Jim Quinn. Bob gave special thanks to Tom Kopl for being his Pit Crew. All helpers were thanked. Bob encouraged all members to participate in pylon racing, especially in Bush Grand National. Bob still has Don Stento's Bush Grand National award for 2001.

**Activities:** (Bob Noll)

Bob reviewed all of the activities that occurred during the past year and thanked all those who were chairpersons or helped at these activities.

**Aerobatics Primer:** (Jim Quinn)

This was not held on October 12th due to bad weather and is now scheduled to be held on October 19th 10 am. Jim and Terry will demo the sequence and then have a regular contest-like event. Lunch will be prepared by Terry.

**Librarian:** (Steve Hermanovitch)

Two new videos have been donated to the library.

**Editor:** (Pete Brayman)

Many favorable comments were made about the quality of *The Connector*.

Keep up the good work, Pete.

**UNFINISHED BUSINESS:**

**Frequency Report:** (Rick Allabaugh)

Rick talked with Faber about the letter. Rick will be working with John Pike who is the spokesperson for the folks who fly at the Faber field.

**NEW BUSINESS:**

**Vote on candidates for membership:**

Two Associate Members were eligible to be voted on for Regular Membership at this meeting - Don Green and Paul Cushing. A motion was made to allow the vote for Paul prior to his being an Associate Member for six months. This was seconded and approved. Both Don and Paul have completed their participation in at least three events/activities. Both Don and Paul were voted in as Regular Members.

**New Board of Directors:** (Rick Allabaugh)

The Nominations Committee proposed the following slate of Board Members for 2002-2003: President - Terry Terrenoire, Vice President - Scott Blazicek; Treasurer - Paul Cushing; Secretary - Bob Blasie; Member at large Charlie Lecher. A motion was made to close the nominations, seconded, and approved. A motion was made to allow the Secretary to cast one vote to accept or reject this proposed slate of Board Members, seconded, and

approved. The Secretary cast the vote to approve this slate of Board Members. Bob Noll continues in his second year as a Member at Large.

**Miscellaneous:**

The American Legion will not be available for the next regularly scheduled meeting. Please check elsewhere in *The Connector* for the time and place. It will be Auction night with Terry being the auctioneer. Everyone was encouraged to bring R/C-related items to sell.

Lannie Noll thanked the AGS for the flowers we sent due to her hospitalization.

Flowers were sent to Mrs. Allen for her years of support of the AGS. Her house was sold. She will be moving to an apartment.

Steve Bard mentioned that indoor flying season is almost upon us. All sites and times are posted at G.J.'s.

**Show and Tell:**

Dick Allen showed his Great White Shark, 80" wingspan, BGX1 engine - not O.S.'s best engine. He will install an O.S. 1.60 2 cycle pushing a 17x8 prop for break in and an 18x8 or 20x8 prop for flying. Dick also talked about the 37th Rhinebeck fly-in. Dick was the 1st CD at Rhinebeck. Dick shared a photo album of years at Rhinebeck. Finally, Dick mentioned that he will be going to Florida in the near future and return next May. His favorite club is the AGS.

Ed Helinski showed his method of transporting his plane. The wings are put inside a cardboard box with protecting foam. The fuselage is attached to the outside of the box with rubber bands.

Terry T. showed his Dominator 500 v-tail pylon racer, 3 1/2 lbs. His next project is a Synergy aerobatic plane. \$875, 10lbs., balsa sheeted over foam, fiberglass fuselage with gel coat. It is a very complete kit.

Bill Tozer showed his Hanger 9 P51 ARF, 60-size, added flaps with help from Joe Felice, Saito 1.20, ultracote covering, 65" wingspan, 8lbs.

Bob Noll showed his plane cradle with tray and extensions for wider planes from Sidewalk Flyers, \$40.

Gib Vandling showed his Tango ARF motor glider v-tail purchased on e-bay at a bargain price., removable nose

(Continued on page 5)

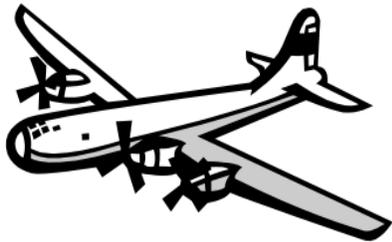
(Continued from page 4)

cone. Gib mentioned that v-tail control is opposite that of ailerons.

Marc Trudeau showed his Enigma DLG with flaperon control, 11.4oz . \$200

**Raffle Winner:** no raffle this month.

**PROGRAM:** Historian Report by Jerry Roscoe.



### Online Resources

As winter and the cold weather sets in, one of the great ways to get your RC fix is to fire up the computer. Here's some web sites to visit:

- <http://www.ezonemag.com> The E-Zone deals with both electric and gas powered flight and is a great way your RC information 'fix' on a cold winter night.
- <http://www.thehobbyforum.com/> Another discussion website for RC Hobbyists
- <http://www.mattclement.freesevrs.com/fms/fms.html> FMS is a *free* flying model simulator, Matt Clement sells an inexpensive interface so you can fly using your own transmitter!
- <http://www.rcreport.ws/> The RC-Report Magazine
- <http://www.modelairplanenews.com/> Model Airplane News Magazine
- <http://www.towerhobbies.com/> Tower Hobbies, great for doing a little shopping, especially things GJ's doesn't have in stock.
- <http://www.hobby-lobby.com/> Want to try your hand at electrics?
- <http://www.hobbystores.com/> Listing of online hobby shops

## Aerobatic Primer

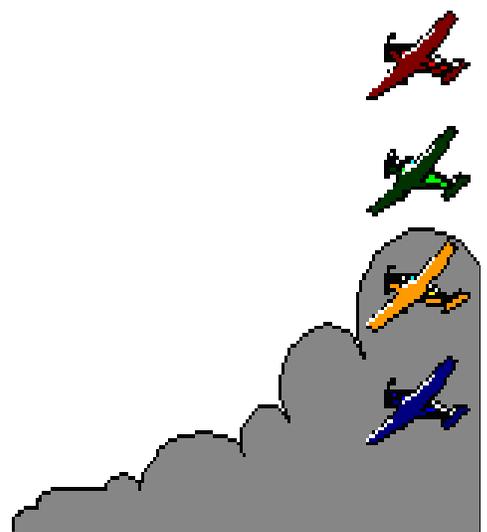
Thanks to the courageous pilots who made a valiant attempt to complete our fall Aerobatic Primer. We scheduled it for three consecutive weekends and each time it was weathered out. Regretfully, one of the elements that we cannot control is the weather. Between the high winds and the rain flying was impossible.

The pilots were Bob Balsie, Ed Helinski, Matt Struck, Jerry Roscoe, and Bill Tozer. We began the morning by walking through the various maneuvers that make up the Sportsman Aerobatic Sequence. There is a lot to think about even in some of the more obvious maneuvers. Straight flight in and of itself doesn't sound too complicated. It is the first maneuver a beginning pilot masters. On the other hand when is straight really straight? Do not climb or descend, do not move in or out on your line. What sounds easy is actually quite challenging. When you add in variables like the wind and the terrain the maneuver really begins to show who the better pilots really are. Next you try to do that same straight flight on a 45 degree up line, as in a reverse Cuban Eight, and things really get interesting.

I recently helped as a judge at the Combat Meet the AGS hosted. I was very impressed with the dexterity and spontaneity of the pilots. It was a very skill packed day. The equipment was very specialized and the maneuvers were very complicated. I really enjoyed being a judge at the combat meet. On the other hand I really enjoy the precision that aerobatic competition demands. It is a very different focus than is combat. Again the equipment is very specialized and the skill required is demanding. I really admire Jerry Roscoe who flew in the combat meet and next wanted to try the precision of aerobatics. Be it a Combat Meet or an Aerobatic Contest please join us for the 2003 flying season. Your skill level will improve and you will enjoy a great group of fliers.

See you in the spring.

Jim Quinn



**Cancellation of AGS Meetings:** In the event of poor weather, listen to the radio or television for local closings and cancellations. If Broome Community College night classes are cancelled, then the AGS meeting is cancelled.

## Aerobatics Group to Start Winter Hanger Sessions

By Bob Noll

The Aerobatics Group, those members who fly aerobatics, have been getting together for the past four years to improve their flying skills. During the flying season, these guys can be seen at the club field, primarily on Friday evenings, practicing maneuvers and coaching each other to finely tune their aerobatic abilities.

During the winter months, they meet at various hangers to discuss maneuvers, new planes and equipment and often refine their present planes for the coming flying season. They just get together to continue their passion for aerobatics during the off-season.

If you are one of those who enjoy, or think you will enjoy, aerobatics flying, then plan to join them this winter. They gather every other Friday evening at 7 PM at various hangers where they have the opportunity to learn how to create a precision aerobatics plane including positive linkages, sound equipment installation and dependable fuel systems.

Call either Jim Quinn at 786-0995 or myself at 754-5279 if you are interested in joining us. We will be starting our hanger sessions in December.

I need to remind you that this is a flying group and the only prerequisite is that you have a burning desire to fly aerobatics. We'll help you achieve that goal and insure that you are ready to take to the skies when the flying season arrives.

**THE DEADLINE FOR  
SUBMITTING ARTICLES  
FOR THE CONNECTOR IS  
THE 1ST MONDAY OF EACH  
MONTH**

## Ham-Led Transatlantic Model Airplane Flight

NEWINGTON, CT, Aug 21, 2002--A team of model airplane enthusiasts led by Maynard Hill, W3FQF, is tracking the flight of an 11-pound single-engine model attempting a record-breaking crossing of the Atlantic. The model airplane, the Spirit of Butts Farm, was launched August 20 and was last reported on the way to its destination in Ireland. Hill's team is in Newfoundland, Canada, to monitor the flight. This week's attempt marks the third in a series of four Trans Atlantic Model aircraft--hence the designation TAM-3.

The TAM project is Hill's brainchild as the president of the Society for Technical Aeromodel Research. Maynard and his design team have spent four years on the ambitious project. The TAM aircraft are hand-launched and guided to an altitude of 1500 feet by radio remote control. Upon reaching that altitude, a sophisticated GPS-based autopilot system takes over. The aircraft sends periodic position reports to the flight team, and these are posted on the Tam Web site (<http://tam.plannet21.com/index.html>).

The first two TAMs failed soon after launch. The last position report indicated that the TAM-3 had completed about one-fourth of its journey, but its present status is unknown. If TAM-3 is lost, TAM-4 will be the final attempt--at least for now.

A successful flight would mark the first transatlantic crossing by a true model airplane--an aircraft weighing 11 pounds or less with an engine with no more than 10 cc displacement, as specified by the Federation Aeronautique Internationale (FAI). It would also set a new world record for straight-line distance by a radio-controlled, piston-powered model airplane. You can follow the progress of this historic effort on the TAM Web site. (<http://tam.plannet21.com/index.html>)

- Source: American Radio Relay League

*Editors Note: August 21 was the last update on the location of this plane.*



### From the Editor....

by Pete Brayman

Greetings! I wanted to do a quick update on what's happening in the newsletter department. This month you will see an experiment I am trying with pictures. I am able to store and print digital pictures with fairly decent quality, by the time you read this we'll know how they look and if it was a success or not.

Either way, the pictures are viewable in the digital edition of the newsletter (and it's in full color too!). If you don't get the digital edition, all you need to do is send your email address to [ags@v-fib.net](mailto:ags@v-fib.net) and you will be added to the mailing list.

If this experiment is successful, I'll be looking for submissions, stay tuned next month and make sure to take lots of pictures of those winter projects!

# How Come?

How come plans leave things out ... for the clarity?

How come 5 minute epoxy sets up in 2 minutes when you need more time and sets up in 10 minutes when you are in a hurry?

How come you always hear about the neat R/C event the weekend after it happened?

How come you only get 3 servos with a 4 channel radio?

How come monokote shrinks easier than it stretches?

How come the allen wrenches that come with the wheel collars always strip when you tighten them?

How come no matter where you put your muffler it messes up the plane?

How come when you put all your stuff at one end of the field the wind changes direction?

How come when you spray paint a part the last coat always runs?

How come when a motor doesn't run right, the first thing to go is the glow plug?

How come when you take off the wind is from one direction but comes from the opposite direction when you want to land?

How come when you have to hold two parts together you have just CA'ed, the zip kicker bottle is just out of reach?

How come CA glues fingers together faster than balsa?

How come, if the glue is so good the lid doesn't stay glued to the bottle?

How come someone would name a plane "ASTROHOG"?

How come double sticky back tape sticks better on one side than the other?

How come when you hold two pieces of balsa together to glue with thin CA, your finger becomes the third glued part?

How come when you drop you x-acto knife in you lap, your first reaction is to slam your knees together, ouch?

How come when you leave your house there is no wind but by the time you get to the field there is a 20 mph crosswind?

How come an engine can run great in the pit area, but dies just as you get close to the runway?

# NOVEMBER PROGRAM



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